



# Hongkong Daily Press.

ESTABLISHED 1857.



NO. 16843, 號三十四百八千六萬一第一 日十月初三年子王 HONGKONG, FRIDAY, APRIL 26TH, 1912. 五拜禮 號六十二月四年二十九百九十一英港香 PRICE, \$3 PER MONTH.

INTIMATIONS  
THE  
NEW  
VICTOR-  
VICTROLA  
STYLE VI.

PRICE \$60.

A PERFECT MUSICAL  
INSTRUMENT.

INSPECTION INVITED.

S. MOUTRIE & CO.,  
LIMITED,

SOLE DISTRIBUTORS.

[127]

GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT

In Casks 375 lbs. net

In Bags 250 lbs. net

SHEWAN, TOME & CO.,

General Managers.

Hongkong, 29th April, 1908.

—443

NEW CARTRIDGES.

BY popular English Manufacturers. In all  
Bores and Sizes.

SMOKELESS POWDERS and CHILLED  
SHOTS. From No. 10 to SSSG. at \$6, \$7  
and \$7.50 per 100, SPORTING REQUISITES  
and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.

Hongkong, 26th October, 1906.

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SIEN TING  
SURGEON DENTIST.  
No. 10, D'AGUILAR STREET.

TEEMS VERY MODERATE  
Consultation Free.  
Hongkong, 21st September, 1905.

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SINGON & CO.

ESTABLISHED A.D. 1880.

SON, Steel, Metal and Hardware Merchants.  
Wholesale and Retail Ironmongers, Pig  
Iron and Foundry Coke Importers. General  
Storekeepers and Shopkeepers. Nos. 35 & 37,  
Hing Loong Street (2nd St. west of Central  
Market). Telephone No. 515

PEAK TRAMWAYS COMPANY  
LIMITED.

TIME TABLE

WEEK DAYS.  
1.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 2.15 p.m. Every 15 minutes.  
2.15 p.m. to 5.00 p.m. Every 10 minutes.  
5.00 p.m. to 8.10 p.m. Every 10 minutes.  
8.10 p.m. to 9.00 p.m. Every 15 minutes.  
NIGHT CARS.  
45 p.m. and 9.00 p.m. 9.45 to 11.30 p.m.  
every 15 minutes.

SUNDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Vaux Road Central.

JOHN D. HUMPHREYS & SON

General Managers.

Hongkong 16th June 1912.

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S.M.R.

SOUTH MANCHURIA RY.

SHORTEST AND QUICKEST ROUTE BETWEEN  
THE FAR EAST AND EUROPE, VIA DAIHEN.

LONDON TO SHANGHAI  
IN 15 DAYS.

The S.M.R. Mail Steamers (equipped with wireless telegraph and carrying a qualified surgeon on board) leave the S.M.R. Whampoo Wharf, Shanghai, every Sunday and Thursday, connecting with the S.M.R. Express Train Service leaving Dairen every Sunday, Wednesday and Friday, in conjunction with the Trans-Siberian Express Service at Changchun.

Steamer Fares:—Single \$40; return (available for 3 months), \$64.

Express Train Fares—Dairen—Changchun, Y29.45 (including Express Extra Fee).

Tickets and information at all the Offices of the INTERNATIONAL SLEEPING-CAR & EXPRESS TRAINS CO. and Messrs. THOS. COOK & SON; the NIPPON YUSEN KAISHA, Shanghai; and REISEBUREAU DER HAMBURG AMERIKA LINIE, or direct from

SOUTH MANCHURIA RAILWAY CO.,

DAIREN.

Tel. Add.: "MANETSU." Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Newchwang, Port Arthur and Tientsin Depots, and also at Chefoo, Shanghai, Hongkong, Singapore and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO.,

DAIREN.

Tel. Add.: "MANETSU." Codes: A.B.C. 5th Ed., A1, and Lieber's.

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THE YOKOHAMA DOCK

CO., LTD.

Telegraphic Address: "DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. 1, and Watkin's.

DRY DOCK DEPARTMENT.—Telephone Nos. 376, 506, or 681.

NO. 1 DOCK. NO. 2 DOCK. NO. 3 DOCK.  
Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tall shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT.—

106 buildings, principally of iron and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.

Custom-house brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

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BREWER & CO., LTD.,  
PEDDER ST., Next to HONGKONG HOTEL. TELEPHONE NO. 696.

NEW BOOKS TO HAND EVERY MAIL.

THE LATEST INCLUDE THE FOLLOWING:

TWO YEARS IN THE FORBIDDEN CITY, by Princess Der Ling.  
CHINA UNDER THE DOWAGER EMPRESS, by Bland and Backhouse.  
THE AGE OF THE EARTH, by W. J. Sclater, LL.D., D.Sc., F.R.S.  
CHINA YEAR BOOK.  
KEMP'S ENGINEER'S YEAR BOOK FOR 1912.  
SOUTHERN VEEBAL NOTES AND SKETCHES, (New Edition).  
BEAUTY CULTURE, by William A. Woodbury, Illustrated.

NEW NOVELS INCLUDING:—  
FILE IN STUBBLE, by Baroness Orczy.  
TOWN OF CROOKED WAGS, by J. S. Fletcher.  
SUCCESS, by Usa L. Silberstein.  
INCNCEENCE OF FATHER BROWN, by C. K. Chesterton.

FOR THE QUEEN, by E. Phillips Oppenheim.  
HAVOC, by E. Phillips Oppenheim.  
THE PIONEERS, by Harold Bindloss.  
BARTER, by Gertie Des Wentworth James.  
THE WAY OF AN EAGLE, by E. M. Dell.  
CHILDREN OF ALSACE, by Rene Basin.

DOW'S PORTS.



BY ROYAL WARRANT  
TO HIS MAJESTY KING GEORGE V.  
SOLE IMPORTERS

CALDBECK,  
MACGREGOR & CO.,

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HOTELS

HONGKONG HOTEL

FINEST HOTEL IN THE FAR EAST

Recently Refurbished and Redecorated.  
Large Airy Public Rooms.  
Electric Lighting, Lifts and Fans.  
Suites de Luxe.  
Bedrooms with European Bath and  
Lavatory attached.  
Perfect Sanitation.  
A LA CARTE GRILL ROOM.  
J. H. TAOGART, Manager.

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KING EDWARD HOTEL.

TELEPHONE NO. 373.

TELEGRAPHIC ADDRESS—"VICTORIA."

Under Entirely New Management.

Thoroughly Renovated.  
Terms—Moderate.  
Excellent Cuisine.

H. HAYNES,  
Manager.

Hongkong, 4th January, 1912.

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GRAND HOTEL

QUEEN'S ROAD CENTRAL

A FIRST CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position Large and Airy Rooms, Hot, Cold, and Shower Baths, Electric Light throughout and Fans. Large and Comfortable Lounge, Private and Public Bar and Billiard Room, CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION. Sanitary Arrangements of the latest HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Cabin and Dinner. Special Rates for married families in application to.

FREDERICK REICHMANN,  
Proprietor.

late Manager of J. H. LYONS (Ticaderco) leading Cafeterias in London, and GRAND ORIENTAL HOTEL, Colombo.

TELEPHONE NO. 197.

TELEGRAPHIC ADDRESS—"COMFORT,"

Hongkong.

Hongkong, 1st September, 1910.

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"BRAESIDE."

PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, every home comfort. Fine View of the Harbour.

Telephone, No. 690.

Appy to— Mrs. F. W. WATTS,  
"Braeside," 20, Macdonald Road,  
Hongkong, 4th December, 1907.

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VICTORIA HOTEL

SHAMMEEN—CANTON.

Telegraphic address—"VICTORIA, SHAMMEEN."

SITUATED ON THE BRITISH CONCESSION

MACAO HOTEL

M A C A O

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTER OF PEATA GRANDE.

Both Hotels electrically lighted, and under experienced European Supervision.

GUIDES AND CHAUFFS PROVIDED.

Every information and Special attention given to Tourists.

REASONABLE RATES.

WM. FARMER,  
Proprietor.

[526]

ROYAL GEORGE HOTEL

HAIPHONG ROAD, KOWLOON.

A FIRST CLASS FAMILY RESIDENTIAL and TOURISTS' HOTEL, thoroughly renovated and Excellently Furnished.

Bath Room with Shower to every Room, Electric Light throughout and Electric Fans to order for every Room. 5 minutes' walk from Ferry Wharf and Kowloon-Canton Railway Station.

Terms per day per month.

Single Person \$3 to \$5 \$65 to \$95.

Married Couples \$5 to \$8 \$110 to \$160.

M. J. NATHAN,  
Manager.

Forside of the Palace Hotel,

Shanghai.

Kowloon, 25th April, 1912.

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"HONGKONG DAILY PRESS"  
PUBLICATIONS.

14, DES VŒUX ROAD, CENTRAL.

[36]

DIRECTORY AND CHRONICLE  
OF THE FAR EAST ... \$10.00  
Do. Do. Small Edition 6.00

Do. Do. Cloth 0.75

CHILDREN OF FAR CATHAY:—  
Social and Political Novel by C. J. Halcombe ... 8.50

Do. Do. 1.00

## INTIMATIONS.



A. S. WATSON  
& CO., LTD.,  
ESTABLISHED A.D. 1841.

WINE &amp; SPIRIT MERCHANTS.

## BRANDY

Our Brandies are  
GUARANTEED  
TO BE  
PURE GRAPE  
SPIRIT.

	Per case Per of 12ds. Bot
A—SUPERIOR PALE, Red Capsule	... 23.40 2.45
B—SUPERIOR OLD COGNAC, Red Capsule	... 31.40 2.70
WATSON'S • • COGNAC, Gold Capsule	... 31.40 2.70
—SUPERIOR OLD LI. QUEUE COGNAC, Gold Capsule	... 37.40 3.20
—VERY FINE OLD PALE LIQUEUR COGNAC, Gold and White Capsule	... 43.40 3.70
—FINEST OLD BROWN BRANDY, Gold and White Capsule	... 49.40 4.20

(The above Prices include duty.)

A. S. WATSON & CO.  
LIMITED,

ALEXANDRA BUILDINGS.

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and addresses with communications ad-  
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is limited. Only supply for Cash.Telegraphic Address: PRESS.  
Todas 1, A.G. 5th Ed. London.  
P. O. Box, 32. Telephone No. 12.

## MARRIAGE.

At the British Consulate, Shanghai, on  
the 25th April, by Consul-General E. D.  
H. Fraser, C.M.G., ALEXANDER SOMER-  
VILLE, Captain of the s.s. *Tatung*, to  
LILIAN GREEN, of London. [621]

HONGKONG OFFICE: 102, DES VOUX ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC

## The Daily Press.

HONGKONG, APRIL 26TH, 1912.

At the present juncture in the history of  
China it is of interest to note the growing  
power of the Western Church as shown  
by the conference of British, American and  
Chinese clergy now assembled at Shanghai  
to discuss the constitution of an Anglican  
Church of China. The question of inde-  
pendence has been under consideration for  
quite a long time, and at the conference the  
constitution and canons of the Church are  
to be formulated for discussion and adoption.

One of the many writers in the Home  
Press upon the revolution in China emphasises  
the fact that whatever political changes  
may be made in China, the real problem of  
the situation lies in the conservative char-  
acter of the people. "He may dress in  
European costume, he may ride in a motor  
car, he may plough with the beater of the  
foreigner in order to guess the foreigner's  
riddle, he may even adopt what he regards  
as a Western form of religion," says this  
writer, "but you will find that everything  
about him will be Sinised, will assume a  
Chinese form and colouring; not that I  
suggest anything of a disparaging nature in  
saying so, what I mean is the man will be

radically unchanged." The Rev. ARTHUR  
CORNABY in an article quoted from a leader  
in a Chinese paper of a few years ago the  
following striking passage:—"Many are  
talking largely of revolution. Has  
it been considered that we in China have  
had far more revolutions than they in  
Europe? Europe has always gained by its  
revolutions, but we have gained no national  
uplifting from them. Why? Because of  
the absence of what have characterised  
European revolutions—moral and spiritual  
forces." The object of the article was to  
show that some really vital religion was  
necessary as a basis of sound progress in  
China. It is a wide subject, and among  
students in the East there will probably be  
a great diversity of opinion regarding the  
moral and spiritual forces at the back of  
revolutions, whether in the West or in the  
East. Can it be said, for instance, that  
there was no moral force behind the  
Revolution in Japan, or behind the last  
and greatest revolution in China? In  
neither case were these moral and spiritual  
forces designated Christian, Buddhist or  
Confucian; but whatever might be alleged  
of previous revolutions in China, it cannot  
be said that this last and greatest has been  
devoid of the inspiration of moral ideals.  
To purge the government of the country  
of corruption, to remove the yoke of the  
oppressor, and to promote the general  
welfare of the people—all these are  
high moral ideals. The leaders of the  
Revolution were for the most part men  
of high character and ideals, imbibed,  
no doubt, chiefly from their contact  
with European standards of civilisation.  
Some of them profess to have adopted the  
Christian religion: many of them do not,  
but they are nevertheless animated and  
inspired by the high moral truths which  
are common alike to that religion and to  
the great ethical system with which they  
are doubtless better acquainted. The out-  
look of Confucianism is described by Mr.  
CORNABY as that of "conserving the initial  
stock of virtue, received from Heaven at  
birth, once for all"—as if to suggest that in  
this respect it differed immensely from  
"the stock of virtue" embodied in the  
Western Scriptures. We can only say that  
if the Chinese people succeed in fact in  
"conserving the initial stock of virtue," as  
embodied in the Confucian classics, and  
live up to it, there would be no cause to  
complain of a lack of moral and spiritual  
force behind the new movement in China.  
What seems to be chiefly wanting is the  
effective organisation of these forces, on  
lines similar to the Christian Missionary  
propaganda. In recent years a beginning  
seems to have been made in this direction in  
certain centres, Hongkong among the  
number, and the constitution of a Christian  
Church of China independent of the control  
of the foreign missionary organisations,  
will doubtless, if there is any vitality at all  
in Confucianism, stimulate these efforts at  
organisation with a view to revivifying the  
faith of the people in the religion of right  
conduct which their sages have taught.  
Such a development could not fail to be of  
great advantage to the nation, and the  
Christian missionaries, whatever they may  
think of the inadequacy of Confucianism,  
would in all probability have no reason to  
regret this co-operation.

Six of the river pirates who participated  
in the murder of an American teacher  
named Hicks on the Yangtze river a  
month ago, and the wounding of his  
companion, who escaped to Sianfu, have  
confessed their crime and have been  
executed.

The Craigengower Cricket Club are  
holding an "at home" on their ground  
at Happy Valley to-morrow afternoon,  
when the Cricket League Shield, won this  
year by the Craigengower Club, will  
be presented by Mr. W. Braithwood,  
vice-President, in the absence of the Hon.  
Dr. Atkinson, President of the League.

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At the Magistrate yesterday a Chinese  
train conductor was charged before Mr.  
Irving with seducing a girl 15 years of  
age. It appeared that he wanted to  
marry the girl, but her mother refused  
to agree, with the result that the  
Registrar-General had no alternative but  
to take up the case. He was convicted  
and sentenced to six months' imprisonment.

The many friends in Hongkong of Mr.  
Alexander Somerville, formerly master of  
the s.s. *Tatung* and the s.s. *Fatshan*  
and now in command of the s.s. *Tatung*  
on the run from Shanghai to Hankow,  
will be pleased to learn of his marriage  
yesterday at the British Consulate, Shang-  
hai, to Mrs. Green of London, who has  
just arrived in the East.

An extraordinary general meeting of  
Reuter's Telegram Company has been  
called for the purpose of increasing the  
capital of the company from £100,000,  
divided into 12,000 shares of £8 each, to  
£500,000, by the creation of 12,500 new  
shares of £2 each and 37,500 new shares  
of £1 each. The proceeds of the new  
issue are to be devoted to the extension of  
the banking department of Reuter's Tele-  
gram Company, a branch of the business  
which was only established in 1910.

As the result of a challenge we hear that  
a tennis match is to take place on Satur-  
day afternoon on the Hongkong Club  
ground between two sons of Neptune and  
two scions of Mars not unknown in the  
local world of sport. Although the men  
of the sea have youth on their side, the  
elder Colonels possess an activity be-  
lying their years, and are credited with an  
amount of subtle strategy which may go  
far towards securing a win. In any case  
the game should prove interesting, and the  
victory of either side equally popular.

The services held yesterday at the  
Roman Catholic Cathedral, to celebrate  
the golden jubilee of the Ven. Father  
Andreas Leong, were very well attended.  
H.E. Mr. Claude Sevren, the Officer  
Administering the Government, with Capt.  
Simon (Private Secretary) was present.  
The Roman Catholic clergy were well  
represented and the preacher was a  
Chinese priest from Canton. A *Te Deum*  
was sung by the Sanctuary Choir and a  
reception was given by the Chinese  
Catholic community in a special mashed  
erection on the Cathedral compound and  
luncheon served to a limited number of  
guests. An "At Home" was held at noon,  
when numerous Catholics paid their  
respects to the Venerable priest.

## "THE GREAT RAYMOND."

## OPENING PERFORMANCE POSTPONED.

"The Great Raymond," whose reputa-  
tion as a conjurer and illusionist is world-  
wide, should have opened in Hongkong  
season at the Theatre to-night, but the  
steamer being delayed the opening per-  
formance has to be postponed till Monday  
night. Mr. Raymond is described by those  
who have had the pleasure of attending  
his entertainment as an absolute master  
of scientific illusion. Not only are his tricks  
quite bewildering, but they are performed  
with ridiculous ease. The entertainment  
is also bright and interesting, apart from  
the illusions.

## "THE 'TITANIC' DISASTER."

The current issue of *Shipping and  
Engineering* (Shanghai) contains an  
article on the *Titanic* disaster that will  
be read with great interest by all. Some  
new light is thrown on the cause of her  
loss by the statement that huge ice fields  
and bergs had been passed by other  
vessels, of which the *Indrapuri* was one,  
in much the same locality as the *Titanic*  
met her fate nearly a month before, and  
the probable causes of her sudden  
founding and the appalling loss of life  
occurred thereby are carefully analysed.  
In the matter of the boats, *Shipping and  
Engineering* remarks, "It is admittedly  
difficult to provide a sufficiency of boats  
for a vessel carrying so large a number  
of passengers, even were they placed end  
to end along her entire length. A ship  
moreover, stricken in such a manner,  
usually lists heavily to one side, render-  
ing it impossible to launch any of the  
boats on the other side of the deck. With  
some of those on the stricken side  
damaged by the impact, it can easily be  
understood that not more than a third of  
the vessel's boats would be available for  
rescue, whilst her export trade will have to suffer  
under many difficulties. The prospects of  
the current year are not at all encouraging."

While a Chinese was walking along Des  
Vaux Road on Wednesday a mirror fell  
from the hands of someone in a verandah  
above. It alighted on his head, and  
inflicted a severe cut. He had to be sent  
to the hospital for treatment.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE "TITANIC" CALAMITY.

## "WHAT MIGHT HAVE BEEN."

LONDON, April 25th.

Reuter's correspondent at Boston tele-  
graphs that the Captain of the *California*  
says she was about twenty miles from the  
*Titanic*, but the wireless apparatus on the  
*California* was not working or he might  
have saved all-on board the ill-fated ship.  
About 10.30 the *California* entered an  
immense icefield. The engines were stopped  
and daylight waited for.

## THE COMMONWEALTH FORCES.

LONDON, April 25th.

A Melbourne message states that  
Brigadier-General Gordon has been  
appointed Chief of Staff for the Common-  
wealth forces.

## ENGLISH TURF.

LONDON, April 25th.

The City and Suburban resulted as  
under:—

Chili II. ....	1
Lonawand. ....	2
Moscato. ....	3

Betting: 20 to 1 against Chili II, 7 to  
1 against Lonawand, and 6 to 1 against  
Moscato.

Fourteen ran. Three-quarters separated  
the first and second, Moscato being  
two lengths behind. Saint Nat was the  
first to show up prominently, and made  
the running to the straight, where  
Bachelor's Hope went to the front, but a  
furlong from home Chili II. took the  
lead.

Saint Nat was ridden by Walter Trigg  
and Bachelor's Hope by Donoghue.  
Ultimus did not start.

THE FAREWELL CONCERT TO MRS.  
GORDON.

In connection with the farewell concert  
to Mrs. Gordon to be given on the 1st  
May, the promoters expect the following  
ladies and gentlemen to perform:—

## PART I.

Mr. G. P. Lammert. .... "Nirvana",	Stephen Adams.
Mrs. Hunter. ....	
Dr. and Mrs. Schofield. .... Duet.	
Mr. H. I. Jones.	
Mrs. Maitland. .... "T'was a Summer Garden",	Herman Lohr.
Mr. R. Sutherland.	

## PART II.

Mr. Frank Austin.	
Mrs. Schofield.	
The Hon. Mr. Claude Sevren.	Violin Solo.
Mrs. Gordon.	
Captain Cross, R.G.A., .... "Long Ago",	

THE CHINA EXPORT, IMPORT, AND  
BANKING COMPANY.

This Hamburg Company reports for  
1911 a profit of M2,017,359 (M2,030,000 for  
the previous year), so that after paying  
M175,700 (M182,700) income-tax, giving  
M974,688 (M977,085) to the staff, and  
paying the directors M45,233 (M45,300), the  
shareholders get M1,500,000 as a

dividend of 100 per cent, the same as  
for the previous year. Reserves, now  
amount to M1,500,000. The business in  
Japan is stated to have been a very moderate  
one, as a consequence of affairs in  
China, especially during the second half  
of the past year. However, trade and  
industry in that country was able to further  
consolidate, and the financial position  
was good, with much future promise.  
In China the general commercial situation  
during the whole year has been a very bad  
one, but in South China all would have  
been well if robbers and pirates had not  
disturbed all commercial communications  
and all transport of goods. In North  
China, the report says, all banks have  
been in difficulty, and in October pay-  
ments generally were suspended. How-  
ever, the company's contract were carried  
out with few exceptions, though there was  
little prospect of new ones at the close  
of the year. An improvement can only be  
hoped from energetic measures by the  
new Government. The hope is expressed that  
the Chinese patriots will be able to fulfil  
their promises. The writers of the report  
are of opinion that hardly ever was a  
nation better prepared for a Republican  
Government than the Chinese and it is  
remarked that the Provisional Government  
has everywhere appointed the best and  
most efficient men to the head of  
administrative affairs, though naturally  
there is here and there a black sheep.  
The report anticipates that we shall have  
to suffer from the effects of the old  
maladministration for a long time yet,  
and says the expectation that China, in  
consequence of her reorganisation, will  
soon become a better customer for  
foreign goods will prove to be illusory,  
whilst her export trade will have to suffer  
under many difficulties. The prospects of  
the current year are not at all encouraging.

The current issue of *Shipping and  
Engineering* (Shanghai) contains an  
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and bergs had been passed by other  
vessels, of which the *Indrapuri* was one,  
in much the same locality as the *Titanic*  
met her fate nearly a month before, and  
the probable causes of her sudden  
founding and the appalling loss of life  
occurred thereby are carefully analysed.  
In the matter of the boats, *Shipping and  
Engineering* remarks, "It is admittedly  
difficult to provide a sufficiency of boats  
for a vessel carrying so large a number  
of passengers, even were they placed end  
to end along her entire length. A ship  
moreover, stricken in such a manner,  
usually lists heavily to one side, render-  
ing it impossible to launch any of the  
boats on the other side of the deck. With  
some of those on the stricken side  
damaged by the impact, it can easily be  
understood that not more than a third of  
the vessel's boats would be available for  
rescue, whilst her export trade will have to suffer  
under many difficulties. The prospects of  
the current year are not at all encouraging.

The barrio of Concepcion, a suburb of  
the town of Malabon, Philippine Islands,  
was the scene of a big conflagration on  
Friday morning which destroyed about  
150 houses, covering four squares of the  
village. The damage is roughly estimated  
to be about 125,000 pesos.

HONGKONG CHAMBER OF  
COMMERCE.REPRESENTATION ON THE  
LEGISLATIVE COUNCIL.

adequate notice will be given and I would  
venture to suggest without consideration  
that at least sixteen days' notice should be  
given. We are told we have to send in nominations  
of members forty-eight hours before  
the meeting, and if sixteen days' notice  
is given that will provide what I consider  
adequate time for members to consider their  
position. I very earnestly protest against the  
very short notice which has been given in  
this case and I hope the Committee will in  
future see that the members of the Chamber  
of Commerce have a reasonable opportunity of considering in what way  
they shall exercise this important franchise.

The CHAIRMAN—I

## SHIPPING NOTES.

## HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, April 2nd.

## AFTER THE COAL STRIKE.

The N.Y.K. str. *Sudo Maru*, which arrived at Yokohama from Seattle on the 16th inst., three days behind schedule time, experienced very heavy weather, her decks being damaged, especially on the starboard side. The dining saloon was at one time flooded to a depth of five feet. The steamer had on board about 80 passengers, and 6,000 tons of cargo, some of which has been damaged by sea water.

An expedition will shortly leave Aden to punish the Sultan of Socotra unless loot taken from the British steamship *Kuula*, which was wrecked on the island, is restored and an apology given. The expedition will consist of a cruiser of the East India Squadron and the steamship *Dalhousie*, which will convey a company of native infantry from the Aden garrison to the island, and Major-General Sir J. A. Bell, political resident at Aden. It is stated that the lives of the survivors of the *Kuula*'s crew were threatened and that other wrecks have also been looted.

## AN OIL-DRIVEN SHIP FOR THE STRAITS.

Some enterprising shippers in the Straits Settlements appear to have lost no time in getting abreast of the latest development in propulsive methods. A recent issue of the *Essex Weekly News* reports the arrival at the port of Maldon of an oil-driven ship named the *Sembilan*, with a cargo of superphosphates from Holland. Commenting on the vessel, the paper says:—The vessel was constructed by Messrs. Burmeister and Wain, of Copenhagen, the builders of the 10,000 tons oil motor ocean liner *Selandia*, whose presence in the West India Docks last week attracted considerable attention on the part of marine engineers. Of 300 tons register, the *Sembilan* is 154 feet long, and she is of light draught—viz., 7½ feet aft and 6 feet forward. Her fuel consists of crude oil. The captain is a Dutchman, and she carries a crew of 17 hands. During her stay in Maldon the *Sembilan* was inspected by several people, who were much interested in this new type of engine as applied to ocean-going and cargo steamers. Eventually the boat is intended for the Straits Settlements trade, for which purpose she will ship a black crew.

## THE AMERICAN SHIPPING RING.

The American Shipping Ring is the latest combination to suffer from official anti-trust activity in the United States. A suit has been filed for the dissolution of certain Steamship Companies trading from New York to the Far East via the Suez Canal. They are charged with pooling freight rates and granting rebates, an offence heinous in the extreme under the Sherman Anti-Trust Act. The names of the Companies are not mentioned, but there are not so many big lines trading from New York to the Far East via Suez as to make the task of guessing a difficulty. That matters were nearing a climax has been known for some time, and it is said that the Companies implicated were warned as far back as a year ago that they were sailing too near the wind. The evidence against the Trust, accumulated after more than a year's secret investigation by agents of the department of Justice, concerns, among others, some of the Transatlantic Companies. According to an American contemporary one of the officials of the department of Justice has described the forthcoming proceedings as the "biggest criminal action" the Government has ever undertaken under the Sherman Anti-Trust Act. The names of Mr. J. Pierpont Morgan and of officers of the Hamburg American Steamship Line figured in the hearings before the New York Grand Jury. Although the names mentioned in the indictments have so far been withheld it is not denied that true bills have been returned.

## OIL-DRIVEN SHIPS.

The coming of the oil-driven ship was the important subject discussed recently by the Institute of Naval Architects at its annual meeting in London. A paper was read by Mr. W. I. Knudsen on the construction and capabilities and the results of the trials of the Diesel-engined steamship *Selandia*, from which ship a satisfactory report had been received on Wednesday from the Red Sea, stating that her engines were working perfectly and that everything was satisfactory. Sir Marcus Samuel deprecated the lack of encouragement in regard to oil engines which had been shown in this country. The oil-engined vessels in existence clearly demonstrated that those who went on building steam engines with the knowledge now afforded would be only courting disaster. There was no doubt that when the British Admiralty realised the importance of the oil supply the oil companies would have their support and that of the whole shipping community. He emphasised the fact that, great as would be the inevitable revolution occasioned by the Diesel engine, shipowners need not scrap their boats if they moved with the times, but would fit them with Diesel

## PERSONALIA.

Society folks are greatly interested in the marriage of Miss Claire Dudgeon, only child of Sir Charles and Lady Dudgeon, to the Marquis Vittorio di Castel Delfino, younger son of the late Marquis Mario di Castel Delfino. Sir Charles has a host of friends, including all those attached to the China Association, of which he has been a shining light for many years. Another announcement of personal interest is that a marriage will take place

## ORIENTAL BOOKS.

The energetic honorary secretary of the China Society has come in for many bouquets lately because of the arrangement of an exhibition of books and prints belonging to the Department of Oriental Printed Books, and Mr. Lionel Giles has planned the exhibition of these early Chinese and Japanese printing samples with rare skill and the show has drawn very lengthy notice from the best papers.

## ANGLO-GERMAN RELATIONS.

Besides the ordinary pence people the churches are taking a hand in promoting a better understanding with Germany.

Lord Haldane has denied that he is expecting a visit from the German War Minister, as had been reported, but he does not deny that the movement for better relations is going on as well as can be expected. All denominations have joined in a meeting in the last few days to declare that "It is the duty of the Christian folk of the British and German Empires to cultivate such a spirit of international amity that war between these two kindred peoples shall be morally impossible." The Archbishop of Canterbury uttered that keynote, and the subsequent speakers in agreement included Dr. Adam Muir, for the Scottish churches, Dr. Charles Brown for the Nonconformists and Monsignor Grosch, for the Roman Catholics. From some exceedingly influential Anglo-German residents in London I learn that real progress is being made along the tortuous path leading to this most difficult attainment.

## LINGUISTIC ACCOMPLISHMENTS OF ARMY OFFICERS.

Ever since the Army set about tackling foreign languages a few years ago there has been a steady improvement in the linguistic attainments of our officers. Today quite a number of them have a useful knowledge of foreign tongues. French, German and Russian are the chief languages aimed at and I am told that the interpreter's tests they have to pass before being listed for the benefits due to such officers are exceedingly stiff. But besides these, there has been of late a steady increase in the officers capable of doing service with such more difficult languages as Chinese, Japanese and Turkish.

## AN INTERESTING SEQUEL TO A WRECK.

I do not know if one result of the wreck of the P. & O. liner *Delhi* has reached you. The London correspondent of the *Scotsman* vouches for it. Shortly after the wreck, with its royal passengers, an inventor wrote to Queen Alexandra that he had an invention that would have recorded the approach of shallow water, so that the vessel would not have stranded. He mentioned that he had received no encouragement from the Admiralty, and was almost worsted in the struggle, but still convinced of the value of the device. Very soon a special messenger made his way from the Queen Mother to the inventor to ask after his welfare, to inspect the recording instrument and to report. Next day a five pound note came to aid the almost despairing man, and since then representatives of the Admiralty have made a very close examination with the result that there is a great likelihood of the invention being taken up. Lord Charles Beresford is stated to have said that the device should be on every ship.

## THE GRAVE OF SIR STAMFORD RAFFLES.

Mr. Demetrius C. Bouler writes to-day to the *Times*:—"The correspondence relating to the graves in Hendon Parish Church, where reposes beyond doubt, but in a place not yet discovered, the body of Sir Stamford Raffles, leads me to make an appeal to one of your wealthier readers. A comparatively small sum would suffice to unearth this coffin, and then no one can doubt that the Dean and Chapter of St. Paul's would be willing to give a resting place in its crypt—that

national Valhalla—beside another Empire builder, Bartle Frere, to the bones of the founder of Singapore, the man who secured for us for all time the command of the narrow way to the Far East."

ADEN AND PERIM.

Certain administrative changes are planned in regard to Aden and Perim Island in the Red Sea, according to reports in official circles. They are subject to the Bombay Presidency for administrative purposes, and in the case of Perim

Bombay is responsible for the maintenance of the garrison, renewed every year, consisting of forty sepoys under a native officer. The growth of its importance as a coaling station and telegraph centre, however, is considered by many careful observers to require for it greater consideration at the hands of the Imperial Government, and when Lord Kitchener was Commander-in-Chief of the Forces in India he endorsed, it is understood, this view. That, in itself, of course, would not cause its adoption in present condi-

## THE EAST AND ABBEYATION.

I have reason to believe that in the later months of this year a visit will be paid to Tokio and Peking by some of the ablest of the American advocates of international arbitration, in the hope that the Oriental world may be drawn to aid the cause of international amity. It is considered that the ingrained teachings of Confucius and the peaceful disposition of the Chinese people should make them fitting adherents of such a cause, and these bustling advocates of goodwill hold

## THE ANGLICAN CHURCH IN CHINA.

army would be developed and then she could dictate peace to the world. Some people shook their heads over the prediction, on the ground that once a man is strong he is apt to forget the precepts of his time of weakness. Evidently these American enthusiasts are keen to "make secure" of such good material. As to Japan, the issues are more complicated, owing to the irritants connected with the restrictions on Orientals entering the United States, but these optimists from New York and Washington contend these difficulties are not insurmountable.

## A COAL STRIKE RESULT.

One result of the coal strike is that a considerable number of our colliers have gone to Canada to work in the mines in Nova Scotia and Cape Breton. As soon as the strike threatened, the Canadian mines sent agents over to recruit men for their pits and these agents were speedily obtained to obtain the pick of a large number of applicants. It seems the miners here are fearful rather than hopeful of the effect of the minimum wage on the number of miners to be employed in the home pits, as they prefer to take their chance overseas. Time was when the Nova Scotia and Cape Breton mines were largely worked with foreign labour, but that has been weeded out in a great measure and Britishers installed instead.

## PRINCE ALBERT.

The King's second son, Prince Albert, looks like making a reputation as the athletic member of the Royal family. No favouritism is shown at the Dartmouth Naval College, and it is declared that the Prince won the 100 yards race on Saturday in a style that could not be criticised. He also ran well and finished seventh in the final of the half mile race, in which sixty-five cadets competed. He was sixteen last December and is very strong for his age. Not long ago he figured prominently in the tug-of-war and the assault at arms at Dartmouth, and plenty of people have observed him making a creditable coxswain in the cadets regattas at Cowes. His younger brother, Prince Henry, envies these achievements and burns to emulate them. Royal onlookers at Windsor have had a good deal of fun watching Prince Henry trying to get his skill at golf and cricket, so as to get level with his brother.

## COLONIAL REPRESENTATION IN THE HOUSE OF COMMONS.

We have several members of Parliament more or less connected with Canada, and a few, like Mr. Gresham Stewart and Mr. Henry Kewick, with experience of the Far East, but now Australia is to enter an aspirant who has been no less than premier in a Colony. This is Sir Cornthwaite Hector Rason, who for a time was premier of Western Australia and later became Agent General for that Colony in London. He has accepted the invitation of the Conservatives of York to contest the seat on their behalf at the next election, and he places in the forefront of his programme the insistence on the Australian method of dealing with strikes being adopted in England. People who don't want compulsory arbitration by an impartial tribunal, he contends, generally want a bit more than justice. Also he is in favour of the women being given the vote.

## THE SUFFRAGETTE.

One of the sprightliest of the provincial papers had a cartoon on Friday showing the Conciliation Suffrage Bill as a female suffragette entirely dominated by a gigantic hammer, such as was used in window smashing lately. Underneath were the lines:—

"Who killed the Bill?  
I said the Hammer.  
With blows I did slay her.  
I killed the Bill."

And that was literally true. Before the window smashing incidents there was a huge majority for the proposals of the Bill. The latest majority of fourteen against it showed several complete converts to the opposition, a long line of abstentions, and only a single new supporter. As a matter of fact it was the Irishmen who really killed the Bill, and I am told John Redmond had another ten willing henchmen downstairs who would have joined the array against the women if the tide of battle had shown a narrower margin, for the Irish leader was alarmed at the division in the Cabinet over the measure and used all his power to get rid of the Bill so as to leave the path clear of friction for the Home Rule Bill. It is a touchy time for politics and the Nationalists are risking no chances such as this to make the Liberal position more untenable.

THE EAST AND ABBEYATION.

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## RICE AND BERI-BERI.

## REMARKABLE DEMONSTRATION.

Nearly two years ago there was a good deal of beri-beri amongst the Customs guards at the different stations along the river, says the *Bangkok Times*. The use of polished rice was discontinued, and the only kind supplied was the under-milled variety known as No. IV Siam, in which a large part of the phosphorus is retained. This is milled by the Borneo Co., Ltd., to meet the demand that has arisen as a consequence of the accepted medical view with regard to beri-beri. During this period the cases of beri-beri averaged barely one a month.

From last December the use of white polished rice was again resumed, owing to the B.C.L. ceasing to mill. Last month beri-beri again began to be noticeably present amongst the guards, and in one station containing just over two hundred men there were 19 cases last month. The loss involved in having a growing number of men on the invalid list is very considerable.

## COLONEL PEREIRA'S JOURNEY.

Reuter's Agency is informed that news from Turfan, dated middle of February, states Colonel G. E. Pereira, late British Military Attaché at Peking, has arrived there after a journey of 40 stages from Kashgar. He reports that a revolt had broken out at Kuldja, and a separate Republic under the title of Republic of Ili proclaimed. Kwang-fu, the Tartar General of Ili, was elected President of the Republic after having had the option of assuming that position or of being beheaded. From Turfan Colonel Pereira was intending to reach China Proper by way of Hami in the New Dominion. He hoped to reach Lanchow, the capital of Kansu, by the middle of April if his journey was not delayed by the situation, and his further route from there to Peking would depend upon the conditions of affairs. There was much lawlessness and unrest along the roads, those leading to Kansu being blocked. Some missionaries at Ning-hua had been attacked, and their property looted, but they succeeded in escaping to the hills.

## INTIMATIONS.

Chs. J. Gaupp & Co.,  
ALEXANDRA BUILDINGS,  
CHATER ROAD.

WATCHMAKERS,  
AND JEWELLERS,  
OPTICIANS.

FINEST QUALITY  
DIAMOND JEWELLERY  
A SPECIALITY.  
GOLD AND SILVER  
WATCHES.

CLOCKS  
of all descriptions.  
ESTIMATED RECEIPTS.  
TAX REVENUE:  
Customs ..... £33,900,000  
Excise ..... 37,700,000  
Death Duties ..... 25,450,000  
Stamps ..... 9,400,000  
Land Tax ..... 700,000  
House Duty ..... 2,000,000  
Property ..... Income-tax ..... 44,100,000  
Land Value ..... Duties ..... 545,000  
£153,765,000  
NON-TAX REVENUE:  
Postal Telegraph and Telephone Services ..... 29,175,000  
Crown Lands, Suez Canal share and sundry loan moneys ..... 4,218,000  
£33,304,000  
Total Revenue ..... £187,189,000  
ESTIMATED EXPENDITURE.  
Consolidated Fund Services ..... £27,017,566  
Supply Services:  
Army ..... £27,860,000  
Navy ..... 44,085,400  
TOEICS  
If You Wear  
TORICS  
you know you have the best. If you do NOT, you have not yet done the best you can to give your eyes comfort. It is possible to correct the vision of eyes that need glasses without using TOEIC LENSES. It would also be possible to use a motor-car without pneumatic tyres, but it would not be as comfortable. If you have failed to find real eye comfort, try a pair of TOEICS. The deep inner curve conforms to the natural motion of your eye. Their advantage is particularly noticeable to players of tennis, golf, cricket, and billiards. Made in clear glass and tinted shades.

ARK & CO.  
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INTIMATIONS  
AN IDEAL DRINK FOR  
SUMMER.



SUN PILS NER  
BEER.

SOLE AGENTS—  
H. RUTTONJEE  
& SON,  
WINE & SPIRIT MERCHANTS.

133

When  
on the Sick-list

a man's usefulness and enjoyment of life are about nil. He feels perhaps a burden to himself and a trouble to others. The cheerfulness natural to him is sadly overcast by the depression caused by continual indisposition. The sun of Good Health lies behind a black cloud, and before the warm rays can again rejoice him, that cloud must be dispersed. If such is your experience you should

Take

steps to ensure an immediate return of health and strength. This means that you should put your digestive organs in perfect order—cleanse the liver—regulate the bowels and kidneys—purify the blood—to tone up this nervous system. To effect this thoroughly and completely you should put yourself through a course of that medicine which has proved of such exceptional value in so many cases—namely

Beecham's  
Pills

Sold everywhere in boxes, price 1/- (6 pills),  
1/- (12 pills) and 1/- (60 pills).

CAPTAIN SCOTT'S JOURNEY TO  
THE SOUTH POLE.

The Times of April 2nd published a narrative by Captain Scott of his journey towards the South Pole. Over six columns are occupied by the account. We reproduce the last section of it:

150 MILES FROM THE POLE.

JAN. 3, 1912, LAT. 87.32 S., HEIGHT  
ABOUT 9,500 FT.

After leaving the Upper Glacier depot south of Mount Darwin, I steered south-west for two days. This did not keep us clear of pressure ridges and crevasses, which occurred frequently and at first gave some trouble, but we rose rapidly in altitude. Probably the difficult places were more snow-covered than further eastward. The advantage of this course was mainly felt on the third and fourth days, when owing to our altitude we got a splendid view of the distribution of the land masses fringing the ice-sheet and of the arrangement of the ice-falls.

Since leaving the depot our marches have averaged over 16 statute miles a day, and on Christmas Day we were close up to the 86th parallel. The prospect of Christmas fare gave us an excellent march of 17 miles, but the effect was that we were not so happy on the following day. The surface grew more difficult as we approached the 87th parallel.

On New Year's Eve, in latitude 86.50, we deposited three units of provisions, and we rebuilt our sledges with new short runners. This remarkable piece of work was performed by the seamen of the party under the most adverse conditions, and although it cost us nearly a day's march the change has amply repaid us. We have been able to keep up our average, and we are now within 150 miles of the Pole.

COMPOSITION OF THE POLAR PARTY.

I am going forward with a party of five men and am sending three back under Lieutenant Evans with this note. The names and descriptions of the advance party are:

Captain Scott, R.N.  
Dr. Wilson, Chief of Scientist Staff.  
Captain Gates, Inniskilling Dragoons (in charge of ponies and mules).

Lieutenant Bowers, Royal Indian Marine, Commissariat Officer.  
Petty Officer Evans, R.N., in charge of sledges and equipment.

The advance party goes forward with a month's provisions, and the prospect of success seems good, provided that the weather holds and no unforeseen obstacles arise. It has been very difficult to choose the advance party, as every one is fit and able to go forward. Those who return are naturally much disappointed. Every one has worked his hardest.

The weather on the plateau has been good on the whole. The sun has never deserted us, but temperatures are low (now about minus 20deg.), and the wind is pretty constant. However, we are excellently equipped for such conditions, and the wind undoubtedly improves the surface.

So far all the arrangements have worked out most satisfactorily. It is more than probable that no further news will be received from us this year, as our return must necessarily be late.

ROBERT E. SCOTT, Captain, R.N.

LEIUT. EVAN'S ILLNESS.

A telegram from Akarao, New Zealand, dated April 2nd, says:

The third and last supporting party had a trying and distressing experience on the northward journey. Their report states that during the forenoon on January 4th the party, consisting of Lieut. E. R. G. Evans, R.N., Mr. Lashley, the assistant motor engineer, and Petty Officer Crean, marched south for three miles with Scott's advance party. Then, bidding their leader and his comrades farewell, they turned northward in latitude 87.35 and commenced their homeward journey.

The Southern Party at that time were travelling rapidly yet easily; they appeared to be exceptionally fit, and the fast returning party retraced their steps, confident that they would reach the South Pole.

Lieut. Evans and his two companions covered over 18 miles a day until January 9th, when a blizzard of moderate severity set in from the south, lasting three days and severely hampering the little party. Accordingly, in order to ensure full rations for the early part of the homeward march, a course was shaped direct for the depot near Mount Darwin. This course lay across Shackleton's Ice-Falls at the head of the Beardmore Glacier, but at least a day's march was saved by adopting it. They descended many hundreds of feet, mostly riding their sledge, and except for frequent capsizes they met with little difficulty, arriving undamaged on the comparatively flat surface at the foot of the falls on January 17th.

Then, when nearly half-way down the glacier, the party embarrassed itself by getting into a maze of ice-falls, pressure ridges, and crevasses during thick weather. They extricated themselves from this precarious position on the 18th, after two very hard days of climbing, tobogganning, and being bruised. Their sledge was considerably damaged.

A PAINFUL JOURNEY.

The next 300 miles of their journey proved uneventful, but in late Jan. 43 Lieut. Evans was found to be suffering from scurvy. Owing to the party being one man short—the fourth member of the unit having been taken to support the Southern Party—Lieut. Evans was compelled to continue dragging the sledge. Lashley and Crean did all in their power to help their tent-mate forward, but his condition became more serious daily, and on reaching One-Ton Camp, 136 miles from the Discovery Hut, he was unable to stand without the support of his ski sticks. Evans' condition has continued to improve, and he is now convalescent. It is hoped that after a complete rest in New Zealand he will be able to proceed to England on a business expedition and return in time to make the relief voyage to the South in the *Terra Nova* at the end of the present year.

Dr. Atkinson allowed Lieut. Evans, after a short rest at the hut, to be moved on a sledge to the *Terra Nova*, and after attending him for another week considered the patient to be out of danger. Evans' condition has continued to improve, and he is now convalescent. It is hoped that after a complete rest in New Zealand he will be able to proceed to England on a business expedition and return in time to make the relief voyage to the South in the *Terra Nova* at the end of the present year.

Lieut. Evans states that no anxiety need be felt concerning the health of the members of Captain Scott's sledge team. He himself, he points out, was absent from the winter quarters on surveying work and depot laying from September 9th until just before leaving on the main sledging journey. During this period he had necessarily to eat sledging rations,

which was not absolutely necessary for existence, and placing the sick man on their sledge in a fur sleeping bag, made a gallant effort to drag him to safety.

For four days, helped by a southerly wind, progress was possible, and the party arrived at Corner Camp on the evening

WM. POWELL, LTD., NEW VICTOR RECORDS

\$1.20  
EACH.

ROBINSON PIANO Co., LTD.

THOUSANDS TO SELECT FROM.

PARCELS ON APPROVAL.

1943

TO LET

OFFICES on 3rd Floor, Hotel Mansions

Facing Harbour, Hotel Mansions.

Apply to— HENRY HUMPHREYS,

Alexandra Buildings,

Hongkong, 12th March, 1912. [388]

TO LET.

OFFICE in Alexandra Buildings.

Apply— A. S. WATSON & Co., LTD.

Alexandra Buildings,

Hongkong 26th February 1912. [367]

TO LET.

OFFICES in KING's BUILDING

Apply to— THE HONGKONG LAND INVEST

MENT & AGENCY CO., LTD.

Hongkong, 1st April, 1912. [123]

TO LET.

SHOP with GODOWN attached, Nathan

Road, Kowloon.

KOWLOON MARINE LOT 48 with

WHARF.

Apply to—

HUMPHREYS ESTATE & FINANCE

Co., LTD.

Hongkong, 18th April, 1912. [525]

TO LET.

OFFICES and GODOWNS in Duddell

Street, No. 12, BEACONSFIELD ARCADE,

First Floor.

No. 13, BEACONSFIELD ARCADE

First Floor.

"ROGATE" Austin Road, Kowloon, from

1st April.

No. 57, PRAYA GRANDE, Macao.

Apply to— LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings,

Hongkong, 13th April, 1912. [122]

TO LET.

GODOWN, No. 4, New Praya, Kennedy

Town.

Apply— THE HONGKONG LAND INVEST

MENT & AGENCY CO., LTD.

Hongkong, 1st April 1912. [120]

TO BE LET,

ON OR ABOUT 1ST MAY, 1912.

SHOPS and OFFICE, in Alex-

andra Buildings, adjoining

the Hongkong Dispensary, at

present occupied by Messrs. Wm.

Powell, Ltd.

A. S. WATSON & Co., LTD.,

Alexandra Buildings.

Hongkong, 29th August, 1911. [123]

TO LET.

BEACONSFIELD. Will be converted

into a First Class Boarding House with

Large Dining Room, Thirty Bedrooms and

Eighteen Bathrooms. Plans to be seen at our

Office.

Apply— LINSTEAD & DAVIS,

Alexandra Buildings.

Hongkong, 20th March, 1912. [431]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

Hongkong, 23rd April, 1912. [613]

NOTICE TO CONSIGNEES.

S.S. "CHIYO MARU."

From SAN FRANCISCO, via HONOLULU

and JAPAN PORTS.

THE above-named Steamer having arrived,

Consignees of Cargo are hereby informed

to send in their Bills of Lading for Counter-

signature, and to take immediate delivery of

Cargo from alongside.

Cargo remaining undelivered on FRIDAY,

the 26th inst., at 5 P.M., will be landed at Con-

signment's risk and expense and delivery must

be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be admitted after the Goods

have left the Steamer or Godown, and all Goods

remaining undelivered after the 29th inst. will be subject to rent and

lading charges.

All damaged, chafed, and damaged Cargo to be

left on board or Godown, and examination of

same to be arranged.

All Claims must be filed on or before

WEDNESDAY, the 1st May, otherwise they will

not be recognised.

K. MATSDA, Agent.

Hongkong, 23rd April, 1912. [613]

NOTICE TO CONSIGNEES.

T. The Steamship

"PEKING,"

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the

hazardous and/or extra-hazardous Godowns of

The Hongkong and Kowloon

Wharf and Godown Company, Limited,

Kowloon, and West Point Godowns, whence

</div

## WEATHER REPORT

## SHIPPING IN PORT.

## STEAMERS.

On the 25th at 12.20 p.m.—The depression which was yesterday over the Eastern Sea has dispersed and moved toward Northern Japan.

A high has formed over the lower Yangtze Valley.

Pressure remains stationary along the S. coast of China.

Moderate N.E. winds are indicated along the East coast, and light or variable winds over the China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

## DISTRICT FORECAST.

Hongkong & Neighbourhood N.E. winds, moderate.

South coast of China between Hongkong and Lantau Same as No. 1.

South coast of China between Hongkong and Hainan Same as No. 1.

S.E. or variable winds, light; fine.

## CHINA COAST METEOROLOGICAL REGISTRY.

## 25TH APRIL, A.M.

Station.	Hour.	Barometer.	Temperature.	Wind	Direction.	Force.	Weather.
Yantouk	7 a.	29.57	38	95	SSE	1	o
Nemuro	6 a.	29.73	95	—	—	0	—
Hakodate	29.48	—	—	ESE	2	0	—
Tokio	29.57	—	—	—	—	0	—
Kochi	29.76	—	—	SW	1	—	—
Nagasaki	29.95	—	—	N	1	—	—
Kagoshima	29.12	—	—	W	1	—	—
Okinawa	29.91	—	—	N	1	—	—
Naha	29.93	—	—	NNW	1	—	—
Idzumis	29.93	—	—	NNW	1	—	—
Bonin Is.	30.02	—	—	SW	1	—	—
Chitose	6 a.	—	—	—	—	—	—
Wetihaiwei	9 a.	30.0	61	45	WSW	1	Em
Hankow	6 a.	—	—	—	—	—	—
Kiukiang	29.93	—	—	—	—	—	—
Shanghai	6 a.	30.11	53	86	NNE	1	Em
Gutiai	30.03	55	—	NE	2	0	Em
Sharp Peak	7 a.	30.04	52	NE	5	0	Em
Amoy	6 a.	29.92	59	80	E	4	o
Swatow	—	—	—	—	—	—	—
Taihoku	5 a.	29.97	—	E	4	0	—
Taihoku	29.94	—	—	—	—	—	—
Taiwan	29.93	—	—	NE	2	0	—
Koshun	29.93	—	—	—	—	—	—
Pescadores	29.91	—	—	NE	2	0	—
Carton	9 a.	29.91	80	82	NE	2	0
Hongkong	6 a.	23.9	76	89	SE	1	o
Vict. Peak	7 a.	—	—	S	2	0	—
Gap Rock	6 a.	29.87	—	S	2	0	—
Macao	29.89	76	—	SSE	1	—	—
Wuchow	9 a.	—	—	—	—	—	—
Haihong	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Phanien	6 a.	29.98	75	SSE	3	—	—
Tourane	—	—	—	SE	2	b	—
C. St. James	—	—	—	NS	4	b	—
Apari	—	—	—	NNE	2	b	—
Manila	—	—	—	NE	2	b	—
Legazpi	9 a.	—	—	NE	2	b	—
Bacolod	—	—	—	—	—	—	—
Molo	—	—	—	—	—	—	—
Cebu	—	—	—	—	—	—	—
Labuan	—	—	—	—	—	—	—

T. F. CLAXTON, Director, Hongkong Observatory, April 25th, 1912. 1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, a detached cloud, d drizzling rain, f fog, g gloomy, h hazy, lightning, o overcast, p passing showers, q cloudy, r rain, s snow, t thunder, v visibility, w dew (web).

9 RAIN in inches, tenths and hundredths.

## HONGKONG METEOROLOGICAL REG. STAR.

## Hongkong Observatory April 25th

	Previous	On	Date	On	Date	On	Date
	Day	Day	Day	Day	Day	Day	Day
	at 2 p.m.	6 a.m.	2 p.m.	at 2 p.m.	6 a.m.	2 p.m.	at 2 p.m.
Barometer	29.89	29.90	29.95	—	—	—	—
Temperature	85	76	83	—	—	—	—
Humidity	60	89	71	—	—	—	—
Wind Direction	SW	SE	West	—	—	—	—
Force	3	1	2	—	—	—	—
Weather	c	c	d	—	—	—	—
Rain	—	—	—	0.00	—	—	—

Highest open air Temperature on 24th ... 86

Lowest open air Temperature on 24th ... 74

## HONGKONG TIDE TABLE.

## From 26th April to 2nd May, 1912.

## HIGH WATER. LOW WATER.

Day	Month	H.Kong	H.Kong	H.Kong	H.Kong	Height
Day	Month	Mean	Mean	Mean	Mean	Height
Time		Time	Time	Time	Time	
Fri.	26	7 18	4 6	10 57	4	2
		5 25	6 3			
Sat.	27	7 32	4 9	10 53	1	1
		6 38	6 2			
Sun.	28	7 48	5 3	11 12	1	3
		7 39	6 2			
Mon.	29	8 8	5 6	11 45	1	7
		8 33	6 0			
Tues.	30	8 50	6 0	2 17	2	0
		9 24	5 2			
Wed.	1	8 52	6 4	2 44	2	4
		10 14	5 3			
Thurs.	2	9 13	6 7	3 34	1	7
		11 4	4			

## ON SALE.

HONGKONG HANSAARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1911.

REVISED BY THE MEMBERS.

PRICE - - - \$5.

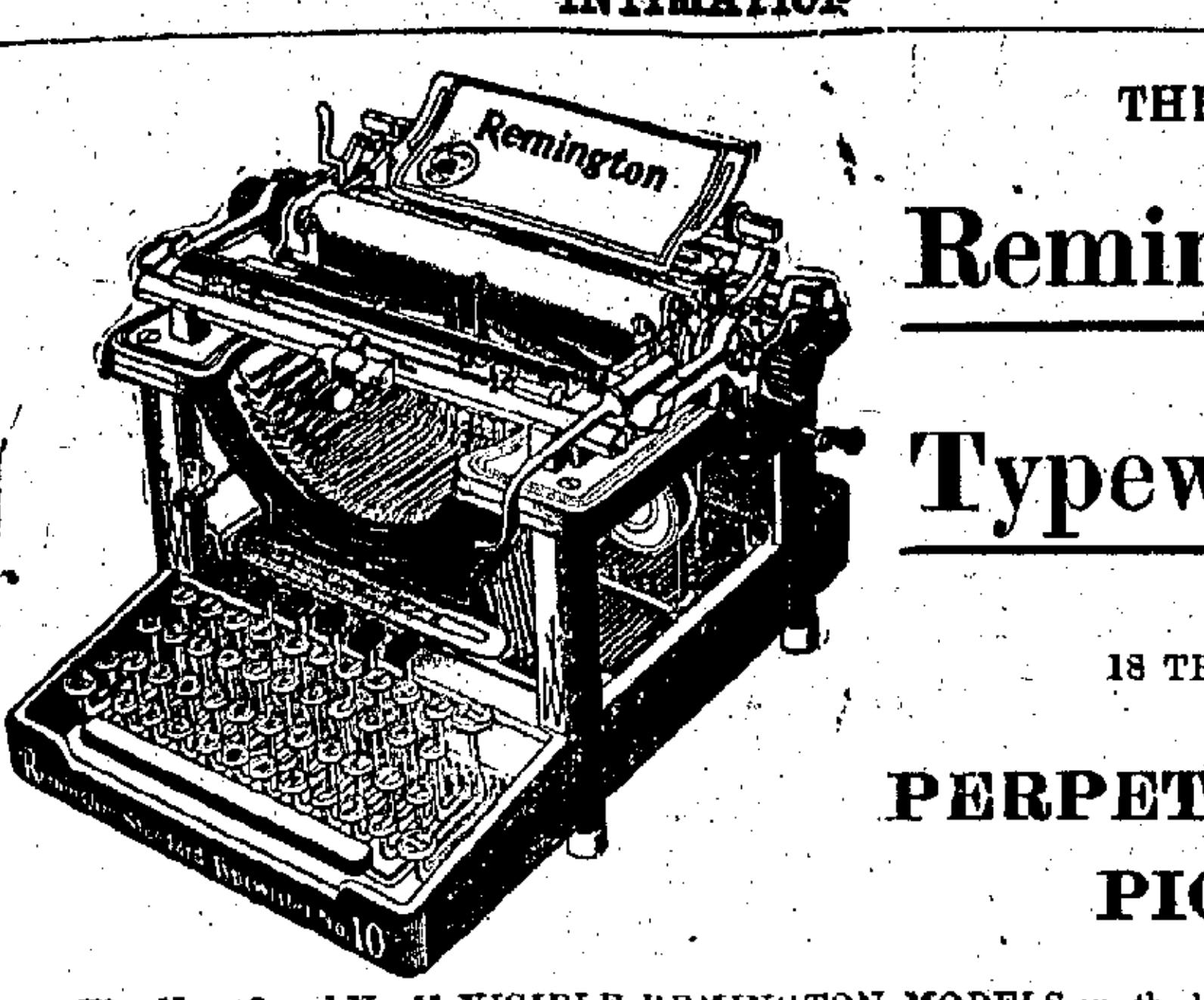
DAILY PRESS OFFICE

Hongkong, 6th March, 1912

## ON SALE.

BOUNDED VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER 1911. With INDEX. Price \$7.50. On Sale at the HONGKONG DAILY PRESS Office, Hongkong, 26th March, 1912.

## INTIMATION



## THE Remington Typewriter

## PERPETUAL PIONEER

The No. 10 and No. 11 VISIBLE REMINGTON MODELS are the latest expressions of Remington leadership. They represent the sum total of all typewriter achievement—past and present.

They contain every merit that the Remington has always had, and every merit that any writing machine has ever had.

They contain, in addition, new fundamental improvements that no typewriter has ever had; among them the FIRST COLOR SELECTOR, the FIRST BUILT-IN TABULATOR and the FIRST KEY-SET TABULATOR. These improvements are the latest contributions to typewriter progress, and they are Remington contributions—every one.

The Remington, the original pioneer in the typewriter field, is the present day pioneer in all new developments of the writing machine.

## REMINGTON TYPEWRITER CO. (INCORPORATED)

SIEMSSSEN & Co., (MACHINERY DEPT.), 471 HONGKONG AND CANTON, General Agents for South China, Formosa, etc.

## MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

## BRITISH

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p. Comdr. Lambe, C.L. Shanghai.

Astrea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p. Captain E. La T. Latham, Shanghai.

Atala, admiral tug, 615 tons, 1,400 i.h.p. Hongkong.

Bramble, gunboat 710 tons, 900 h.p. Seang Tok Hong.

Brumby, gunboat 710 tons, 900 h.p. Comdr. Lambe, C.L. Shanghai.

## GOING HOME.

A HOLIDAY AT HOME, AND A WAY  
TO GET THERE THAT'S A HOLIDAY.

## WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

## AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

## PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute. The Cost: is not more by this route with its unrivaled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS.	TONS STARTING	1912
MANCHURIA	27,000	TUESDAY, 30th April, at 1 P.M.
MILE	11,000	TUESDAY, 14th May, at 1 P.M.
MONGOLIA	27,000	TUESDAY, 21st May, at 1 P.M.
PERSIA	9,000	TUESDAY, 11th June, at 1 P.M.
KOREA	18,000	TUESDAY, 18th June, at 1 P.M.
SIBERIA	18,000	TUESDAY, 2nd July, at 1 P.M.
CHINA	10,200	TUESDAY, 9th July, at 1 P.M.
MANCHURIA	27,000	TUESDAY, 16th July, at 1 P.M.
INTERMEDIATE STEAMERS.		

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE NO. 141.

32

REGULAR SERVICE FROM HONGKONG TO  
VANCOUVER, B.C.  
SEATTLE &  
PORTLAND (Or.).  
VIA  
SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF  
LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA,  
FOR VICTORIA, VANCOUVER,  
SEATTLE, TACOMA AND  
PORTLAND (Or.).

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Points. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.  
TELEPHONE NO. 780. KING'S BUILDING, Praya Central

ORIENTAL AFRICAN LINE.  
NEW LINE OF STEAMERS  
TO  
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... 1st Half May, 1912.  
And regularly thereafter.

For Rates of Freight or Passage, apply to—  
THE BANK LINE, LIMITED,  
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From HONGKONG: 27th April. From COLOMBO: S.S. "MINERIC" 11th May.  
For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

CONFERENCE-WEIR LINE.  
REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT  
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG, connecting with the Company's Steamers at CALCUTTA.

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THE BANK LINE, LIMITED,  
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[424344]

HONGKONG, CANTON, MACAO &  
WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 26TH APRIL, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."  
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

SATURDAY, 27TH APRIL, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."  
10 p.m. "HEUNGSHAN." 5 p.m. "KINSHAN."

## HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651. S.S. "SUI AN" Tons 1651!

## HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

## MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

## EXCURSION TO MACAO.

SUNDAY, 26TH APRIL.

The Company's Steamship

## "SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

## FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. "HOI-SANG" 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE  
INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons, and S.S. "NANNING" 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
Hotel Mansions (First Floor), opposite the Blake Pier. [143]

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 30th Apr., 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 10th May, 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers, PHILIPPINES S.S. CO. [13]

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LTD.

## MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS	...	Sat, 27th April, Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & CO., AGENTS.

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TOYO KISEN KAISHA  
TRANS-PACIFIC.

WESTERN PACIFIC  
DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

Two Triple Screw Turbine Flyers—20 Knots Speed.  
S.S. TENYO MARU ... 21,000 tons.  
S.S. CHIYO MARU ... 21,000 tons.  
S.S. SHINYO MARU ... 21,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 622.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

61

JAVA-CHINA-JAPAN LIJN  
REGULAR FORTNIGHTLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	SHANGHAI	—	JAVA	Second half of April.
TJILIWONG	JAPAN	Second half of April.	JAVA	Second half of April.
TJILATJAF	SHANGHAI	Second half of April.	JAVA	First half of May.
TJIMAH	JAVA	Second half of April.	SHANGHAI	First half of May.
TJIMANOEA	JAPAN	First half of May.	JAVA	First half of May.
TJIPANAS	JAVA	First half of May.	JAPAN	First half of May.
TJIKINI	JAVA	First half of May.	SHANGHAI	Second half of May.
TJITAROEM	JAVA	Second half of May.	JAPAN	Second half of May.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
YORK BUILDINGS, 1st Floor.  
Hongkong, 19th April, 1912.

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

SWEDISH EAST ASIATIC  
CO., LTD.

GOTHENBURG.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMER	TONS	DATE OF SAILINGS
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CEYLON"	9,000	On 20th May
For Freight and Further Particulars, apply to			TELEPHONE No. 171.

ARTHUR NILSSON & CO.,  
YORK BUILDINGS, Top Floor.

## SHIPPING

## ARRIVALS.

ANHUI, British str., 1,350, J. B. Harris, 24th April—Shanghai 21st April. General—Butterfield & Swire. CHIENGMAI, Gurnan str., 1,080, H. Oldser, 25th April—Bangkok 12th April. Rico and General—Melchers & Co. CHILDE, Norwegian str., 1,162, H. Nilken, 25th April—Manila 22nd April. Ballast—Agaard, Thoresen & Co. DAKOTA, British str., 3,820, W. A. Ross, 25th April—Saigon 20th April. Standard Oil & Co. E. FRANZ FERDINAND, Austrian str., 3,843, P. A. Lov, 25th April—Trieste 11th March. General—Sander, Wieler & Co. HUICHOW, British str., 1,217, G. Hooker, 26th April—Tientsin 10th April. General—Butterfield & Swire. PETCHARU, German str., 1,373, C. Gosowich, 25th April—Bangkok 17th April. Rice—Butterfield & Swire. ST. ALBANS, British str., 4,119, W. G. McArthur, 24th April—Moj 20th April. General—Gibb, Livingston & Co. WAI SHING, British str., 1,170, Holmwood, 24th April—Wuhs and Chin-kiang 20th April. Rice—Jardine, Matheson & Co. WALTON HALL, British str., 3,203, L. Frater, 25th April—New York 2nd March. General—Shewan, Tomes & Co.

## CLEARANCES.

AT THE BARBOUR MASTER'S OFFICE. April 25th.

HAIYANG, British str., for Swatow. HICHLIA, Italian str., for Straits. M. JESSEN, German str., for Swatow. SINGAN, British str., for Haiphong. TJIJLWONG, Dutch str., for Batavia.

## DEPARTURES.

April 25th.

CAPT. A. F. LUCAS, Ann. str., for S. Feisco. CHINHUA, British str., for Shanghai. EKATERINOSLAV, Russian str., for Japan. KITAN MARU, Japanese str., for Japan. PEKING, Swedish str., for Shanghai. TAISHUN, Chinese str., for Canton. TELEMACUS, British str., for Saigon.

## SHIPPING REPORTS.

The British str. *Anhui* report: Moderately southerly wind and foggy weather. The German str. *Chengmu* reports: The ship accompanied the N.D.L. tug *Fulcan* on her voyage from Kehsichang to Hongkong. Bad weather was experienced during the first five days of the trip, but the *Fulcan* was seen to be a good seagoing vessel.

The British str. *St. Albans* reports: From Kobe to Shiro S.E. variable winds fine weather. Passing the Eastern sea experienced moderate S.E. and southerly winds and moderate seas with an almost continuous thick fog as far as Tung Yung, thence to arrival light to moderate S.S.W. winds with occasional fog banks.

## PASSENGERS.

ARRIVED.

Per Chingmat, from Bangkok, Mr. and Mrs. Stevens and Mr. Weiss. Per E. Franz Ferdinand, from Trieste, Mr. H. D. Thoy, Mr. M. Hummerdinger and brother. Per St. Albans, for Sydney, etc., from Kobe. Capt. and Mrs. A. W. Pearce, Miss M. Pearce, Mrs. L. King, Miss Watkins, Mr. W. Jacobs, Mr. J. Sherrard; from Shanghai, Mr. John Gorin, Mr. J. Blakeney, Misses T. and O. Bessel, Mr. and Mrs. L. Due, child and maid.

## DEPARTED.

Per Ernest Simons, for Singapore, for Mr. N. J. Martin, Mr. Robinson; for Shanghai, Mr. Mrs. and Miss Maigre, Mr. and Mrs. Lefevre; for Yokohama, Mr. and Mrs. Dumeric, Mr. and Mrs. Sabatier, Mr. Burke-Honon and Mr. Bassett.

Per Kitano Maru, for Japan, Mr. A. S. Hewett, Miss Baron, Mr. Hodgson, Lieut. P. W. Sparcy, H.E. Minister Yoshida, Mr. and Mrs. Tatsuji and family, Lieut.-Col. Hosono, Mr. and Mrs. Longmire, Miss Griaves, Mr. H. Wasserfall, Mr. Mustard, Mr. Kawakami, Commander and Mrs. Gregory and infant, Mr. H. G. Bois, Mr. Toyota, Mr. and Mrs. M. N. Mehta, Prof. Miyazaki, Miss Barlow, Miss Engo, Baron Munk, Miss Oakes, Mrs. Wrigley, Mrs. Lyddon, Miss Gibb, Mr. L. Gibb Major H. Scott, Capt. Yoshi, Dr. Vouters, Mr. J. Riu, Mr. Sendras, Mr. Barrenjo, Mr. Jose Ametegui, Mr. Vidourazaga, Mr. Ito, Mr. Yuasa, Mr. K. Shimizu, Mr. Okuzaki, Miss Kobayashi, Miss Fujio, Mr. Manjiro Hirata, Mr. Sugahara, Mr. E. Robitaille and Capt. Price.

## DEPART.

Per E. Franz Ferdinand, for Shanghai, Miss A. Grey, Mr. Karl Josef, Mr. P. Mould, Mr. and Mrs. Reiss, Mr. A. David; for Kobe, Mr. and Mrs. Pearce, Miss Welford, Mr. and Mrs. Fein, Mr. von Uiser and Mrs. de Villiers.

## PASSED THE CANAL.

March 16th—Derflinger, Erroll, Kleist, Tango Maru, Ville de la Ciotat, Arcadia, Lovat, 19th—Brotherus, Franz Ferdinand, Glenstruc, Miyasaki Maru, Mouyene, Peshawar, Socota, Theurus, Yantze, 22nd—Calchas, Ernest Simons, Idomenes, Pathan, Sazonia, Silesia, 20th—Berlied, Borneo, Kawachi Maru, Peking, Priam, Scandia, Sitionia, 28th—Bellophon, Diomed, Kano Maru, Lothian, Prinz Etzel Friedrich, Prinz Ludwig, Satsuma, Yara, 2nd April—Andalusia, Inverclyde, Kitano Maru, Nile, Patroclus, Stentor, Teucer, Rheus, 9th—Aki Maru, Ambrus, Bayern, Dumba, Glencar, Hyson, Indramayo, Perseus, Seneca, Spezia, Syria, India, 12th April—Benvorlich, Bulow, Ernest Simons, Meinau, York, Africa, 16th—Iyo Maru, Annan, Atreus, Prometheus, Badenia, Kina, 18th—Berlied, Denbighshire, Mennion, Rose, Pera, Taurane, 22nd—Benglo, Dardanus, Glamorganshire, Jason, Pak Ling, Patricia, Peterus, Preussen, Vladimur.

## ARRIVALS AT HOME.

April 23rd—Inverclyde, Spera, Africa

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "a," nearest Hongkong "b," midway between Hongkong and Kowloon "c," and those vessels berthed at the Kowloon Wharf "d," together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Ho. 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	ROUTE.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DISPATCHED.
LONDON, VIA USUAL PORTS OF CALL	ASSAYE	Brit. str.	—	G. W. Cookman, M.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUVE	Brit. str.	—	F. E. Andrews, R.N.R.	P. & O. S. N. Co.	On 1st May, at 10 A.M.
LONDON	GLENFARO	Brit. str.	—	W. L. Hartnell	JARDINE, MATHESON & CO., LTD.	On 6th May.
LONDON, ROTTERDAM & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cundy	HAMBURG-AMERICA LINE	About 15th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	O. J. D. AHLES	Ger. str.	k. w.	Gronau	HAMBURG-AMERICA LINE	On 4th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARCADIA	Ger. str.	k. w.	Luening	HAMBURG-AMERICA LINE	On 31st May.
HAVRE, BREMEN & HAMBURG	C. FEED, LARIGE	Ger. str.	k. w.	Solmer	HAMBURG-AMERICA LINE	On 12th May.
HAVRE, BREMEN & HAMBURG &c.	SCANDIA	Ger. str.	k. w.	Knudsen	HAMBURG-AMERICA LINE	On 7th June.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jan. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 8th May, at D'light.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	SACHESEN	Ger. str.	—	Wagner	HAMBURG-AMERICA LINE	On 6th May.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	SCHLESIA	Ger. str.	—	Kotzsch	HAMBURG-AMERICA LINE	On 30th May.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	TONITRA	Ger. str.	—	K. Asakawa	OSAKA SHOSEN KAISHA	On 7th May, at Noon.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	PANAMA MARU	Jap. str.	—	NIPPON YUSEN KAISHA	OSAKA SHOSEN KAISHA	On 14th May, at 1 P.M.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	SACATE	Jap. str.	—	Sander, Weller & Co.	SANDER, Weller & Co.	On 1st May.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	CHINA	Aus. str.	—	—	THE BANK LINE LTD.	On 19th May, at 6 P.M.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	MATOPPO	Aus. str.	—	Dormand	CANADIAN PACIFIC R. CO.	About 15th May.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	W. Davison	PACIFIC MAIL S.S. CO.	On 11th May, at 6 P.M.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTAGUE	Brit. str.	2 m.	W. W. Greene	PACIFIC MAIL S.S. CO.	On 31st inst., at 1 P.M.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	MANCHURIA	Am. str.	—	—	TOYO KAISEN KAISHA	On 7th May, at Noon.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	CHIYO MARU	Am. str.	—	—	OSAKA SHOSEN KAISHA	On 14th May, at 1 P.M.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	ST. ALBANS	Am. str.	—	—	—	To-morrow, at Noon.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	COLENE	Am. str.	—	—	—	On 4th May, at 4 P.M.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	E. F. FERDINAND	Am. str.	—	—	—	On 18th May, at 9 A.M.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	FAZILKA	Am. str.	—	—	—	On 28th May, at 9 A.M.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	ITO MARU	Am. str.	—	—	—	On 9th May, at Noon.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	KUBANG	Am. str.	—	—	—	On 9th May.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	COLMENZ	Am. str.	—	—	—	On 30th inst., at Noon.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	MINNESOTA	Am. str.	—	—	—	About 26th inst.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKE	Am. str.	—	—	—	On 9th May, at Noon.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	On 26th inst., at Noon.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	On 28th inst., at D'light.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	On 28th inst., at D'light.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	On 30th inst., at Noon.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	On 1st May.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	On 2nd May, at 4 P.M.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	On 3rd May.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	On 4th May, at M'night.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	On 5th May, at D'light.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	On 8th May.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	On 9th May.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	On 10th May, at 4 P.M.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	Quick despatch.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	On 28th inst., at Noon.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	To-morrow, at 4 P.M.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	To-morrow, at Daylight.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	To-morrow, at M'night.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	On 28th inst., at D'light.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	On 30th inst., at Noon.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	On 1st May.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	On 2nd May.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	On 3rd May.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	On 4th May.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	On 5th May.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	On 8th May.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—	—	On 9th May.
MARSHALL, LONDON & ANTWERP VIA SINGAPORE, &c.	YOKOHAMA & KOBE	Am. str.	—	—		

PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.

	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	ASSAYE	Noon	See Special of CALL Capt. G. W. Cockman, R.N.R. 27th April. Advertisement.
LONDON and ANTWERP	NAMUR	10 A.M.	Freight and VIA SINGAPORE, PE. 1st May. Passage.
NAM, COLOMBO, PORT	Capt. F. E. Andrews, R.N.R.		
SAID and MARSEILLES			
SHANGHAI, MOJI, KOBE, SYRIA	Capt. R. A. Peters	About 8th May.	Freight and AND YOKOHAMA
SHANGHAI	DEVAHNA	About 9th May.	Freight and Capt. W. R. Hickey

For Further Particulars apply to

E. A. HEWETTE,  
Superintendent.

Hongkong, 26th April, 1912.

## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
TSINGTAO, CHIPOO & NEWCHWANG	"KIU KIANG"	On 27th Apr., D'light.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 27th Apr., 4 P.M.
SHANGHAI	"ANHUL"	On 27th Apr., M'night.
MANILA, CEBU and ILOILO	"TAMING"	On 30th Apr., 4 P.M.
SWATOW, AMOY & SHANGHAI	"HUNAN"	On 1st May, 4 P.M.
SHANGHAI	"CHENAN"	On 2nd May, 4 P.M.
SHANGHAI	"LINAN"	On 4th May, M'night.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

IN CONJUNCTION WITH AUSTRALIAN-ORIENTAL LINE.

MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"GUTHRIE"	On 4th May, 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried and REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Below accommodation Amidships: Electric Fans fitted; Extra State-rooms on Deck, etc. Below accommodation of S.S. "KAIFONG" is situated on Deck, etc.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUL," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, Mon, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through

Leaving Hongkong to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

TELEPHONE 36

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE, AGENTS [3608]

Hongkong, 26th April, 1912.

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AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)

MONTHLY FAST DIRECT SERVICE TO TRIESTE, SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th May, 1912, 6 P.M.

S.S. "AFRICA," 8,870 tons, will leave as above on 19th June, 1912, 6 P.M.

TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 5th May, 1912, Daylight.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice, £50 1st, £30 2nd Class. No surtax, no tips, no inside Cabin, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about 26th April.

S.S. "CHINA," 11,000 tons, will leave for TRIESTE, FIUME and VENICE, via SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, on 1st May.

These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDEE, WIELER &amp; Co., Agents, Princo's Building.

Hongkong, 24th April, 1912.

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## HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPFSCHEIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES.

via SINGAPORE, PENANG, COLOMBO, MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward.

FOR SHANGHAI, KOBE &amp; YOKOHAMA:

S.S. ANDALUSIA ... 1st May. FOR ROTTERDAM, HAMBURG &amp; ANTWERP: S.S. O. J. D. AHLERS ... 4th May.

S.S. BAYERN ... 6th May. FOR MARSEILLES, HAVRE &amp; HAMBURG: S.S. SACHSEN ... 6th May.

S.S. ALESIA ... 24th May. FOR HAVRE, BREMEN &amp; HAMBURG: S.S. C. F. FEID, LAEISZ ... 12th May.

S.S. Segovia ... 4th June. FOR MARSEILLES, HAVRE &amp; HAMBURG: S.S. ARCADIA ... 31st May.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 25th April, 1912.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

CAPTAIN

LEAVING

"HAIYANG" ... Capt. J. W. Evans ... FRIDAY, 26th April, at 11 A.M.

"HAICHING" ... Capt. W. C. Pasemro ... TUESDAY, 30th April, at 11 A.M.

"HAITAN" ... Capt. J. S. Bonch ... FRIDAY, 3rd May, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... (SUNDAY, 28th April, at 10 A.M. (WEDDAY, 1st May, at 11 A.M.)

steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK &amp; CO.,

GENERAL MANAGERS.

Hongkong, 24th April, 1912.

## TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND  
TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS

and the TWIN SCREW S.S. "NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU.

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SAN FRANCISCO LINE:—

STEAMERS CAPTAIN DATE OF SAILING.

CHIYO MARU ... W. W. Greene ... TUESDAY, 7th May, NOON.

NIPPON MARU ... A. G. Stevens ... TUESDAY, 28th May, at Noon.

TENYO MARU ... E. Bent ... TUESDAY, 4th June, at Noon.

BUYO MARU ... H. S. Smith ... TUESDAY, 25th June, at Noon.

SOUTH AMERICA LINE:—

STEAMERS TONS DATE OF SAILING.

HONGKONG MARU 11,000 ... FRIDAY, 7th June, NOON.

KYO MARU ... 17,500 ... TUESDAY, 6th Aug., at Noon.

BUYO MARU ... 10,500 ... FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSDA, AGENT, King's Building (Opposite Blake Pier).

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## EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

## TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 8th May, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

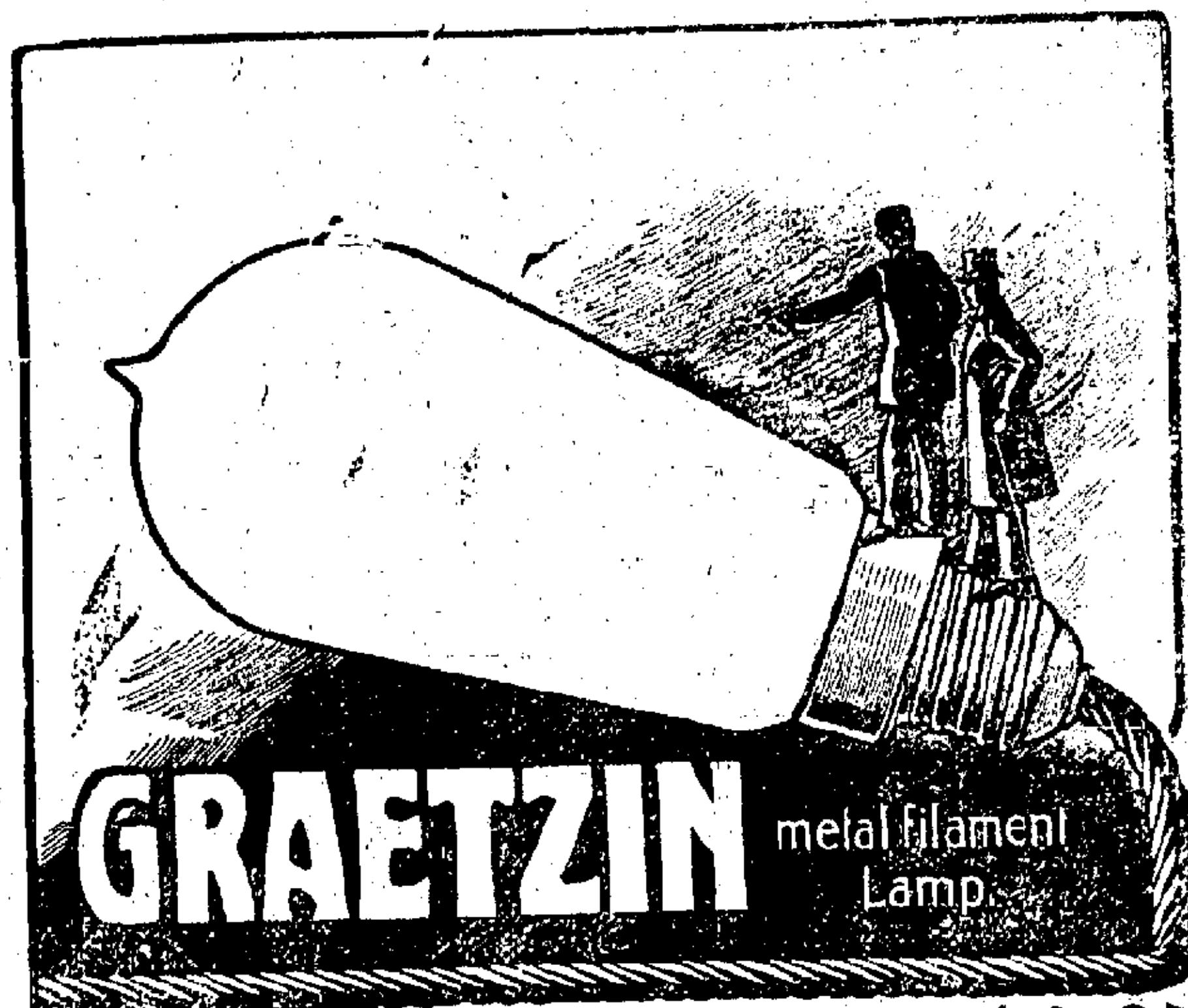
Connecting at TACOMA with THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR STEAMERS TONS LEAVES.

VICTORIA, B.C. &amp; SEATTLE via NAGASAKI



ONE Price for 16, 25, 32 and 50 c.p.: \$0.85

REBATES FOR RETAILERS AND HOTELS!

70 Saving in Current 70%

Large Stock due here in about a fortnight.

**HUGO C. A. FROMM,**

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.

Hongkong, 26th April, 1912. [48-19]

**CH. WEISS, TROSSINGEN.**  
WEISS'S MOUTH ORGANS

ARE THE BEST!

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.

Hongkong, 26th April, 1912. [48-21]



Sole Representative for Hongkong and South China  
Hugo C. A. Fromm, Hongkong.

Hongkong, 26th April, 1912. [48-22]

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible by the SIBERIAN ROUTE to EUROPE.

Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present suspended: Hupeh, Hunan and Tengyueh.

The Empress of Japan, with the Canadian Mail, left Shanghai on Wednesday, the 24th inst., at 2 p.m., and may be expected here to-morrow, at 6 a.m.

The Sado Maru, with the Siberian Mail, is due to arrive here on Sunday, the 28th inst.

FOR	FROM	DATE
Haiphong and Pakhoi	Singan	Friday, 26th, 8.00 A.M.
Swatow	Michael Jeeben	Friday, 26th, 10.00 A.M.
Swatow, Amoy, Formosa and Foochow	Haiyang	Friday, 26th, 10.00 A.M.
Port Blair	Sachchow	Friday, 26th, 10.00 A.M.
Swatow and Straits	Anghin	Friday, 26th, 11.00 A.M.
Straits and India via Bombay	Ischia	Friday, 26th, 11.00 A.M.
Batavia, Samarang, Sourabaya and Macassar	Tidewong	Friday, 26th, 11.00 A.M.
Macao	Sui Tai	Friday, 26th, 11.15 P.M.
Swatow and Siam	Rejebura	Friday, 26th, 2.00 P.M.
Weihaiwei and Tientsin	Huichow	Friday, 26th, 3.00 P.M.
Shanghai, North China and Japan via Yokohama (EUROPE VIA SIBERIA)	E. F. Ferdinand	Friday, 26th, 4.00 P.M.
Tientsin and Chefoo	Krukiang	Friday, 26th, 5.00 P.M.
Hoichow, Haiphong and Pakhoi	Johanne	Saturday, 27th, 8.00 A.M.
Timor, Australia, Tasmania and New Zealand Straits, and India via Calcutta	St. Albans	Saturday, 27th, 10.00 A.M.
Straits, Borneah, Ceylon, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via BEIRDSI	Nansang	Saturday, 27th, 10.00 A.M.
(Late Letters 11.00 to NOON. Extra Postage 10 cents)	Assaye	Saturday, 27th, Printed Matter and Samples
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		Registration ... 10.15 A.M.
The Parcel mail will be closed to-day, at 5 P.M.		Registration ... 11.00 A.M.
Philippines Island's...		Registration ... 11.00 A.M.
Macao	Loongkong	Saturday, 27th, 1.00 P.M.
Shanghai and North China	Sui Tai	Saturday, 27th, 1.15 P.M.
Shanghai and North China	Walon Hall	Saturday, 27th, 5.0 P.M.
Shanghai and North China (EUROPE VIA SIBERIA)	Kwongtung	Saturday, 27th, 5.00 P.M.
Swatow	Anhui	Registration ... 5.00 P.M.
Swatow, Amoy and Formosa	Hainan	Letters ... 6.00 P.M.
Macao	Doujin Maru	Sunday, 28th, 9.00 A.M.
Straits and Burmah	Sui Tai	Sunday, 28th, 9.00 A.M.
Swatow	Autra	Monday, 29th, 1.15 P.M.
Shanghai and North China	Cheongking	Monday, 29th, 5.00 P.M.
Japan via Kobe	Waishing	Tuesday, 30th, 10.00 A.M.
PHILIPPINE ISLANDS, STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via NAPLES	Kunseang	Tuesday, 30th, 10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Kleist	Tuesday, 30th, 10.00 A.M.

COMMERCIAL

CLOSING QUOTATIONS.

ON LONDON	April 25th,
Telegraphic Transfer	1/117
Bank Bills, on demand	1/114
Bank Bills, at 30 days' sight	2/1
Bank Bills, at 4 months' sight	2/1
Credits, at 4 months' sight	2/1
Documentary Bills 4 months' sight	2/1
ON PARIS	
Bank Bills, on demand	252
Credits, at 4 months' sight	254
ON GERMANY	
On demand	204
ON NEW YORK	
Bank Bills, on demand	481
Credits, at 60 days' sight	492
ON BIRMINGHAM	
Telegraphic Transfer	1483
Bank, on demand	149
ON CALCUTTA	
Telegraphic Transfer	1483
Bank, on demand	149
ON SHANGHAI	
Bank, at sight	73
Private, 30 days' sight	73
ON YOKOHAMA	
On demand	973
ON MANILA	
On demand	98
ON SINGAPORE	
On demand	856
ON BATAVIA	
On demand	1172
ON HAIPHONG	
On demand	117
ON SAIGON	
On demand	75
SOVEREIGN, Bank's Buying Price	\$10.00
GOLD LMAF, 100 fine, per tael	\$52.70
BAR SILVER, per oz.	275

SUBSIDARY COINS.	per cent
Chinese	20 cents pieces
Chinese	10 " 57.45
Hongkong	20 " 6.47
Hongkong	10 " 57.28

MAILS VIA SIBERIA.	London	Due
London	Due	Shanghai
Dates		
April 6th.		April 23rd.
April 10th.		April 28th.

SHARE LIST.—QUOTATIONS. HONGKONG, APRIL 25TH, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
<b>BANKS</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$345, sellers London 263
China Borneo Company, Limited	60,000	\$12	all	\$10, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$1.50, buyers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8, buyers
<b>COTTON MILLS</b>				
Two Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 89
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5
Dairy Farm Company, Limited	40,000	\$74	all	\$214, buyers
<b>DOCKS AND WHARVES</b>				
H'kong & Kowloon Wharf & Co., Ltd.	60,000	\$50	all	\$58
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$27, sellers
New Amoy Dock Co., Limited	10,000	\$63	all	\$21, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 54
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 85
Green Island Cement Co., Limited	400,000	\$10	all	\$24, sales
Hongkong Electric Co., Limited	60,000	\$10	all	\$23, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$109
Manila Metropole Hotel Limited	8,000	Pa. 10	all	\$28
Hongkong Ice Company, Limited	15,000	\$25	all	\$205
Hongkong Rope Manufacturing Co., Limited	50,000	\$10	all	\$18
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$44, buyers
<b>INSURANCES</b>				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$210, buyers
China Fire Insurance Co., Limited	20,000	\$100	all	\$132, sales
China Traders Insurance Co., Limited	24,000	\$33.33	all	\$20, x. div.
Hongkong Fire Insurance Co., Limited	8,000	\$50	all	\$245, buyers
North-China Insurance Co., Limited	10,000	\$125	all	\$21.45
Union Insurance Society, Limited	12,400	\$250	\$100	\$210, x. div. sal.
Yangtze Insurance Association, Limited	12,000	\$100	all	\$210, Ex 73
<b>LANDS AND BUILDINGS</b>				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$107, sales
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$78, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$30	all	\$34
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$54
Maastrichtspijp tot Mijne, Bosch-en Landbouw exploitatie in Langkat ...	25,000	Gda. 10	all	Tls. 69, buyers
<b>MINING</b>				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	39%, sellers
Tronch Mines, Limited	180,000	\$1	all	70%, sellers
Heawood Tin and Rubber Estate, Ltd.	715,230	2/	all	5%
Baum Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$470, sales
Peak Tramways Co., Limited	25,000	\$10	all	\$124
Philippine Co., Limited	50,000	\$10	all	\$120, buyers
<b>REFINERIES</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$110, sales
Lunon Sugar Refining Co., Limited	7,000	\$100	all	\$33, buyers
<b>SHIPMENT COMPANIES</b>				
China and Manilla Steamship Co., Ltd.	30,000	\$25	all	\$112, sellers
Douglas Steamship Co., Limited	20,000	\$15	all	\$227.5, sellers
Hongkong, Canton and Macao S. B. Co., Ltd.	80,000	\$15	all	\$7